

WAGeworker

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WHAT ARE THE FACTS?

Do the people of Lincoln really understand this Traction company matter? The whole thing is a bit involved—purposely involved by astute business gentlemen who prefer involved financial questions when dealing with masses, and simple business propositions when dealing with themselves.

The Lincoln Traction company is a consolidation of the Lincoln Traction company and the Citizens Railway company. Before this consolidation the Traction company was a reorganization of another traction company that had failed and caused several losses to individuals. The Citizens Railway company was founded upon the remains of the old Home Street Railway company.

The Lincoln Traction company as it now stands has stocks, bonds and mortgages outstanding to the total amount of about \$3,500,000. Its highest claim to tangible property—that is actual physical property—is \$2,100,000. But it is assessed on a basis of \$1,400,000 physical valuation. A million and a half of the outstanding stock of the Lincoln Traction company is pure and unadulterated water. It represents not a dollar invested in the physical effects of the company; not a dollar in the treasury; not a dollar invested. It was pumped in by the financial experts who organized the Citizens Railway company for the purpose of securing control of the Traction company and exploiting it. This purpose of exploitation was carefully concealed until the consolidation was effected, although it was hinted at by a party known to be interested.

The preferred stock of the Lincoln Traction company is guaranteed 6 per cent. The first mortgage bonds bear 5 per cent. This preferred stock and the mortgage bonds represent the actual money invested in the Lincoln Traction company—\$1,100,000 in preferred stock and perhaps \$760,000 of mortgage bonds. Keep those rates of interest well in mind!

Now comes the Lincoln Traction company and asks that the six-for-a-quarter fare and the 5 per cent occupation tax be knocked out, basing its demand on the ground that if they are continued the company will be unable to make betterments and extensions or to increase the wages of its employees. But at the same time that it makes this demand and assigns these reasons, it has the nerve to ask the railway commission to allow it to pay 8 per cent on the million and half of watered stock issued by the company to the preferred stockholders and bondholders.

There's high finance for you! Eight per cent interest on \$1,500,000 is \$120,000 a year. There are perhaps 600 employees of the Lincoln Traction company. If that \$120,000 which it is proposed to give to men who never actually invested a cent of the amount the dividend is to be based upon, were divided among the 600 underpaid employees, it would raise the wage of each man just \$16.75 a month. The Amalgamated Association of Street and Electric Railway Employees never, in its wildest moments, asked for an increase of wage amounting to one-half of that sum.

The Lincoln Traction company avers that it can not pay increased wages on account of the six-for-a-quarter fare and the 5 per cent occupation tax. Perhaps not if it persists in paying \$200,000 a year in dividends on the \$1,500,000 of water in its stocks.

County Attorney Tyrrell is trying to have that million and a half of water syphoned out of the Lincoln Traction company, and he should be backed up in his efforts by every honest citizen of Lincoln. Especially should he be backed by every wage earner in the city.

Lincoln, in a small way, is following in exactly the same path that has led Philadelphia to the unenviable plight that city is now in.

Right now is the time to about face!

THE SATURDAY HALF-HOLIDAY.

The demand for Sunday baseball has grown so insistent that the opponents thereof are now beginning to sit up and take some notice. They are already talking about inaugurating a

movement for a Saturday half-holiday.

That is all right as far as it goes. But a Saturday half-holiday at the expense, wholly, of the wage earners, will not do. Any wage earner who wants to can take a Saturday half-holiday now, providing he is willing to lose the wage for that half-day. But should the wage earner who wants to enjoy a ball game, or a ramble through the woods, or a bit of fishing or hunting, be compelled to lose one-twelfth of his week's income in order to enjoy the pleasure? That is what a lot of people insist on his doing. They would compel him to work either six full days and refrain from amusement on Sunday, or else work five and a half days and lose a half-day's wage in order to have a few hours for amusement.

Good Mr. Sunday Observer, this will not do!

The lawyer may close down his desk for a day and his client lose nothing thereby. The bricklayer who lays aside his trowel for a day loses one-sixth of his income. The business man who observes Sunday in his own way—going to church in the morning and automobiling in the afternoon—ought not to insist upon the carpenter losing a half-day's wage if he would have a little relaxation from the demolition grind.

The Wageworker would like to see the Saturday half-holiday in force, with no loss of income to the wage earner. If that were existing now The Wageworker would be opposed to Sunday baseball. But it is not in existence now, nor will it be for years to come. The Saturday half-holiday at the expense of the wage earner might be possible, but it will not suffice. For that reason The Wageworker is not opposing Sunday baseball.

The Associated Press and Scripps-McRae dispatches to the daily papers declare that during the A. R. U. strike of 1894 the strikers interfered with the United States mails. That is an exploded lie. The strikers never interfered with the mails. They refused to haul Pullman cars, and the railroads got hold of a federal judge who kindly decided that a Pullman car in a train containing a mail car became per se a mail car, and refusal to haul it an interference with the mails. That was really the beginning of the present federal interference with wage earners who are seeking justice.

Clinton R. Lee is going to open a "free labor" broom factory in Lincoln. Because he is going to reform on the matter of prison labor? Nii! Because he wants a club to hold over the head of the state board of public lands and buildings. Clinton R. Lee is several degrees removed from a fool.

The Traction company wants to pay a dividend of \$200,000 a year on a million and a half of water, but it can not afford to increase the wages of 400 men who work an average of twelve hours a day for an average daily wage of \$2.20. It's hell to be a poor corporation.

A lot of gentlemen who are just now wonderfully interested in the welfare of the workman have never offered to put up a cent to help the Labor Temple along.

Speaking of "personal liberty," how about the personal liberty of the good wife who has to submit to the doings of a husband who insists upon practicing his "personal liberty" to the limit?

"My pastor," remarked the good housewife who was broiling herself and a yellow-legged pullet for the ministerial Sunday dinner, "is opposed to Sunday baseball."

We still insist that sympathetic strikes are often necessary, but we also insist that the best time to go on a sympathetic strike is the Tuesday after the first Monday in November.

We'll forgive Judge Wright of Washington, D. C., a whole lot if he will commit a few senators and congressmen to jail for contempt of court.

We never did tremble lest the firemen and engineers go out on strike. The matter is now in exactly the position we opined it would come to.

Workmen who failed to hear the "Temple Talks" last Sunday afternoon failed to inform themselves on a mighty interesting subject.

Wage earners must either stand together at the polls or occupy separate cells in the jails if they demand their rights.

Of course you are negotiating for the label in that new spring suit you contemplate purchasing.

Wait and see how the cat hops in Havelock!

Grover Cleveland never sent troops

Dressing in good form and good taste does not mean that you must spend a lot of money or wear the extremes of fashionable attire.

The important things to consider are: That your clothes fit well, that the color and pattern of the cloth are suited to you, and that the cut should be stylish and the right cut for your peculiar make-up; than the smaller things, such as the collar, cravat, shirt and hat must be of good quality and good taste.

In selecting our spring stock we have considered all these things and have such an extensive showing that it is possible for every man who comes here to get the right clothes, the kind that will place him among the correctly dressed men, and you will find that no matter what you choose to pay, the styles and tailoring in every garment will be correct and that the quality is the best your money can buy anywhere.

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to Chicago to move United States mail. He sent troops to Chicago to move Pullman cars. Any other statement is false.

Gilbert M. Hitchcock, congressman from the Second Nebraska district and publisher of the Omaha World-Herald, has announced his candidacy for the senate as a democrat. Mr. Hitchcock has always been fair to organized labor, and during the last twenty years

has paid out not less than \$2,000,000 to union men and women.

The "National Labor Alliance," organized in a secret meeting at Washington, D. C., on March 3, will oppose the influence of the American Federation of Labor in national and congressional elections. The meeting was attended by several members of congress who have been opposed by the American Federation of Labor.

THE UNION MUSICIANS

The Musicians' Union had a very queer situation to face this week. One of its members was caught "scabbing" on the striking electrical workers. The culprit's name is Oscar Mallet, a clerk in the employ of the Gas company. When the electrical workers went out Mallet at once volunteered to do electrical work, and his offer was accepted. He went over to the Lindell and went to work. The electrical workers' pickets spotted him immediately and called the attention of the Musicians' Union to the facts. Secretary Thornburg immediately called a meeting of the directors of the Musicians' Union and cited Mallet to appear. The hearing was held at the Temple at noon Tuesday, and Mallet found guilty after a very few

minutes. He claimed he was working in the office, but the sight of pliers, wire and other "fixin's" in his possession when the secretary of his own union met him seemed to be a refutation of his claim. Mallet was immediately suspended from membership in the Musicians' Union and a fine of \$5 plastered on him.

"What about Sunday park concerts?" That is the question the musicians are asking these days. To date nothing has been done looking towards park concerts. Capital Beach will, of course, have Sunday music, and that will take care of a lot of musicians. But park concerts would help out a lot.

The Musicians' Union will meet at the Temple hereafter.

STREET RAILWAY MEN

The union street railway men are still doing business, and some of these days they'll surprise a few people. There is an increasing interest in the affairs of the organization, and the attendance at the regular meetings is growing. At the last meeting upwards of fifty were in attendance, and considerable business of importance was transacted.

For some time rumors of discrimination against members of the union have been rife, and a quiet investigation has been going on. A lot of evidence has already been secured, but the time is not yet ripe for making the facts known and taking the necessary steps. There are several employees ready to make affidavit that

they were told that unless they promised to stay out of the union the company had no use for their services. Others are willing to testify that they know that men were refused work because they said they were union men, while later applicants were put on the roll after promising they would remain outside.

Brer Worth had a thrilling experience on a Havelock car the other night. A "Havelocker" became obstreperous and tried to clean out the car, and Worth armed himself with the controller and went inside and finished what the passenger had started. The passenger who started the trouble managed to escape, but not until Worth got in a few good ones.

The Spots

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